
Coming Events

NOVEMBER

Friday 27th Annual General Meeting

Sunday 29th Lakeside 1500

DECEMBER

Tuesday 1st T Type Election of Officers

Saturday 5th ANNUAL DINNER DANCE AND PRESENTATION
OF TROPHIES

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NOT MUCH ON, BUT WHAT THERE ARE, ARE
PERHAPS THE MOST IMPORTANT EVENTS TO HAVE
APPEARED ON THIS PAGE ALL YEAR.

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WITH APOLOGIES TO TED

As you know, Ted Pollard has supported this magazine for most of 1970. He has done this in spite of the way the magazine has re-acted to his genuine efforts to be of some help.

In the past there has been a few editions of the OCTAGON which have not carried an advertisement for ROTHWELLS REGALIA on their back cover. This has been due to either shortage of time to prepare a suitable cover, or technical difficulties (again).

May I, on behalf of THE OCTAGON staff, apologise to Ted and his wife for the aforementioned exclusions.

In case you were wondering, ROTHWELLS REGALIA still carries the same full range of jewellery, and still offers club members 10% discount and an extra special deal on TITUS watches.

Ted has mentioned that he has been pleased with the response to the OCTAGON ad by club members, and in turn, these members have expressed their satisfaction with any business transactions.

Apparently Stop Watches have become the latest thing to buy.

Remember - ROTHWELLS REGALIA PTY. LTD.,
4th FLOOR,
ROTHWELLS BUILDING
EDWARD STREET.
Phone 2 9842.

--- oOo ---

..... "How", said the Indian to the mermaid.

TRAVELLERS' TALES

(This article was written by Mrs. Julie VanGool nee Williamson, on her return from her honeymoon. She's married you know).

While we have our local "chew and spew", the Hobart boys have "The Greasy Spoon".

It all started when we decided to drive up Mt. Wellington to see the snow that had fallen during the night. Half way up, we saw a sign "Road-Blocked" - one mile ahead. But we proceeded anyway.

After driving for a couple of miles we stopped, dead ahead, bogged in 6 inches of snow, was a "Battleship Grey" Sprite. We stopped, and he stopped, and eyes each other's machines lecherously. He then proceeded to reverse back on top of us.

It was quite evident that we would go no further. He didn't seem very receptive towards us, and while we were childishly making a snowman on the roof of our Sprite, and taking photos, he quietly left.

The next thing we know, he's back again. He had obviously seen our MG Car Club grill badge because he seemed quite happy to see us after he knew we were really sporting fans and not just part of the Clearasil crowd.

After lengthy discussions, wherein he informed us that they had a Car Club meeting the night before, he decided it was far too long a distance to have travelled without being able to meet with any other Car Club bods.

next page please...

Travellers' Tales (Cont).....

Unemployed Jim asks, "Watcha doin' tonit? Notin? Good, See you down the Tat's pub at 8, and I'll round up everyone for another meeting." This is something lacking in Queensland - the fact that they can all meet in the pub - it creates loads of atmosphere.

I chuckled to myself and wondered how many people he could round up in an afternoon. Naturally assuming that if the Hobart Car Club was anything like the Brisbane Car Club, we would possibly meet with maybe the president and secretary (Ed. Heaven forbid!)

Well, we turned up at 8 at Tat's and Jim was there and Bruce, who I think was secretary. That's all, just like us.

We had just settled down to our first beer when a few more people turned up, and then they streamed in through the door.

We really had a ball and the only ones I can remember clearly in the morning are Skeet, who has a TA and a TC and a Healy 100/4 just to run around in, and Crash Morgan who couldn't talk on anything but Morgans. When we told him we had sports cars for the wedding - 2 TC's and a 1969 Morgan, we couldn't shut him up. Jeffy the Walrus was also there and he kept us plied with jokes. He is the proud owner of a Peugeot 204. What we didn't know was that Jeffy also owns a Bollwell.

All in all it was a very enjoyable evening, and we parted shouting come and see us in Brisbane, sometime. But I wonder if they ever did make it to Brissey, would they be made as welcome as we were, and would we be able to boast a roll up

over

Travellers' Tales Cont.....

.... of about 25-30 people for a surprise meeting.

They really had the club spirit - it would do us all good to try to make our club more interesting and a happy place - then we could also boast of our club spirit.

Julie Van Gool.

--- oOo ---

Ed.....

I'm afraid that I must comment on Julie's article.

Perhaps I'm an optimist ... (What's the difference between an optimist and a pessimist? Glad you asked. An optimist wakes up, goes to the window and says : Good morning, God.

A pessimist wakes up, goes to the window and says: Good God, morning.

As I was saying, I believe that the MG Car Club has got spirit, at least as much as it had ten years ago.

I honestly think that club spirit relies on who is pushing it. All we need is the keen members to come forward and show that they exist. At the moment, they are doing a great job, but virtually doing it behind the scenes.

Let's bring this keenness out into the open. This is a great Club, let's support it.

--- oOo ---

What's got black and yellow stripes, and flies out of flowers at 100 mph An MG Bee.

Annual Dinner

Hear Ye! Hear Ye! You are hereby summoned by the Royal Order of the Champus to be in attendance at The Champagne Room, 346 Sandgate Road, Albion, and once installed in this position, you will be required to partake of rich foods and untold quantities of liquids.

Also included in aforementioned summons, is the order to be accompanied by at least one vivacious blonde, and/or redhead. If this direction is not followed, a non-stop rendition of unheard of jokes will suffice.

Presiding over the proceedings will be that feared gang, "THE SOUND EFFECT", who have been sentenced to one whole night with raucous behaviour. Their incredible range of decibelic concoctions (how does that grab you music lovers) will rend the night asunder.

You are further ordered to present your miserable body at The Champagne Room not later than 6.30 p.m. on

5th DECEMBER, 1970

from which time you will be forced to involve yourself in any goings-on as is deemed necessary at the time, until the pumpkin hour is upon you. (Will Charlton will then change back into a people).

Failure to abide by these set conditions will result in the offending party being forced to sing the second verse of the MG Car Club Way Cry in F Minor. This is particularly difficult because you will have to make it up as you go.

over

Dinner Dance (Cont)

Tickets will be available at the Clubrooms as from this Friday (27th Nov) at the nominal price of \$8.00 for self and drinking partner, or \$4.00 if you feel that way.

Although all those who plead guilty to wishing to attend the session may purchase tickets at any time, even at the door, things may go easier with you if we can finalise the financial side of things as soon as possible. You may even get a suspended sentence. (i.e. you'll be hung from your thumbs for a month). Any defendant who cannot manage to get to the clubrooms to purchase tickets, can arrange to have them picked up by contacting any Committee member.

For your money, you will receive a magnificent meal, hand picked by your own committee, and entertainment such as never been witnessed before. Every thing has been carefully scrutineered, and all systems go.

The Champagne Room / 5th December / 6.30 p.m.
on / \$8.00 double / \$4.00 single / The Sound
Effect / etc / etc /

--- oOo ---

STOPERESS

Will Charlton has offered to put on a ten gallon keg if everyone else will chip in and get another ten. Otherwise all booze will be at bar prices.

--- oOo ---

THE GREAT ROAD SAFETY SEMINAR, MARK 3

Into the valley of death drove the 700,000. Alcoholics to the left of them, Anti-socials to the right of them, GT HO's all around them.

So began the Third Road Safety Seminar, sponsored by the Queensland Road Safety Council. Once again the Hon. W.E. Knox, in his opening remarks, covered the same old territory. 700,000 of Queensland drivers are perfect angels who never do anything wrong, it's the naughty group of 50,000 who are the root of the problem. Society's lower echelons with its concomitant misfits receive their annual lashing from the elite of Queensland.

The title chosen for the Seminar was - "The Quality of Life" and we heard (once again) the sermon about conservationists dedicated efforts to save the Red Kangaroo and the pink pansy. "Oh! If only society would put the same effort into preserving human life on the roads, how wonderful it would be."

After the end loader had cleared up that mess, we settled down to the serious business of showing the public what a grand job we are doing in the field of safety.

You see, we have a system of the road and its environs, the motor vehicle, and finally the driver. We were to discuss these three factors, and make some recommendations which the State Government would rush through Parliament and save hundreds of lives. (pause, wipes chin).

Starting with the road, we had the boys from the Main Roads Department explain just how poorly our road network had been planned in the first instance. The results of this chronic lack of foresight is the archaic road environment in which we crawl today. And
more

Road Safety

its going to get worse before it gets better. The one consolation is that proper planning is now under way, and it is hoped by the year 2020 a.d. (I'm serious) that telephone poles, etc, will be a thing of the past, and that all roads will have a clean micro-environment. i.e. 30 ft clear space on either side for vehicle recovery. What signposts there are will be of a break away design, and will be large and set well back from the road itself. Bridge parapets will also feature a unique design.

Let's see, by 2020 a.d. I'll be 81 years old, and the Elan will be having its 170th engine rebuild. Hmm! McCarthy might even have the Centaur's bodywork finished by then.

Having decided not to wait for the year 2020 a.d. to arrive, we then had morning tea and attacked the vehicle. (Oh! boy! did we attack it.)

The panel for this segment comprised the faed Mr. Gilpin who spoke fluently and accurately of the pollution problem, and Professor Cummings, a meek engineer and psychologist from the University of Melbourne, who suffers from the delusion that he is Australia's Ralph Nader. (It would be the title). He launched one of the weakest attacks on the auto industry I have ever had the misfortune to hear. The tired old cliches about styling before safety, the Automobile lobby in parliament, racing cars being sold to the public, and so on, were all trotted out on the grand saale.

Surprisingly, the Q.R.S.C. delegates who got so excited last year were'nt impressed at all.

And wait for it kids, one of the Q.R.S.C.

next page please.....

contd.

members arose and defended racing, pointing out what good it had done for the modern car! Ye Gods! Not to be denied, Prof. Cumming told us about the road in Sydney which was lined on either side by evil establishments which purveyed the demon speed cars to the public. There, in all their pornographic glory, lay the lascivious red beasts with their GT badges sparkling on their shapely rumps, begging the aggressive, thrill seeking youths of today to take them out on to the public roads and do all manner of evil with them. (By this time, several members of the audience are red-faced and breathing heavily).

Another panelist, obviously in agreement with the Prof. had the unique experience of dropping his upper dentures over his lower lip, looking for all the world like Brisbane's version of Tiny Tim.

In any case, J.R.F. (flourish of trumpets) leaned over the can until his arm was well in, and told the Prof. the facts about the GT HO's, Monaros, the people who drove them, and the absolute lack of evidence to suggest that these vehicles were involved in more fatal and serious collisions than the normal tin can. This brought a chorus of rhubarbs and the dinner gong.

Lunch with the psych. boys from the University of Queensland brought the interesting comment that perhaps we do see the car as an extension of our reproductive organs. One delegate said, "If the penile theory is correct, then the Motor Vehicle Manufacturers should change their slogan to : Drop in at X.Y.Z. Motors and drive a wicked penis".

Finally to the driver -

over

contd

and we were entertained to yet another repeat performance by Dr. Tonge and Prof. Whitlock re the aggressions of youth, alcohol, anti-social behaviour and the uselessness of High School Driver Education. However, this year we had a validity study performed by the University of Queensland which showed that the R.A.C.Q. course really works. Mr. Stan Bonjours from the University of Queensland was also on hand to gun the so-called experts down, and did the job very efficiently and effectively.

Poor Dr. Tonge really took a beating, but surprisingly, when it was clear that original thinking was called for, made the excellent suggestion that a multi disciplinary attack on the problem be mounted by the various sciences.

Finally a motion to this effect was passed - with what prospects I don't know. Probably none. But - in spite of the repetitious nature of the Q.R.S.C. Seminars, the trite garbage on speed, power, etc., it is becoming quite obvious that many people including the old Q.R.S.C. brigade are demanding a fresh and more scientific approach to the problem.

Oh, well, keep pushing fellers - the old brick wall may be getting a bit shaky after all.

John Fraser.

--- oOo ---

As soon as the honeymoon couple got to their room the bride went to the balcony and stared at the stars. After waiting an anxious hour the groom called her, aren't you ever coming to bed? "Not on your life" said the bride, "Mother said tonight would be the most beautiful night of my life, and I don't want to miss a minute of it".

--- oOo ---

closed

touring

assembly

16.10.70

This run proved for once and for all the overwhelming success of the M.G.T.C. as the ideal night run vehicle. Despite such obvious disadvantages as wide wheels, road rubber, and Stu Rice, the run was won in perfect style by an M.G.T.C. (Yella Type), ably assisted by the soothing words of Val Ryan.

Noel Baker failed to navigate his way around one motor bike cop and dropped right down the results, but has vowed to come back fighting next time. Wetzig and Wetzig Incorporated lost much time and points looking for the control that wasn't there, finally coming in eight minutes late to take 3rd position behind Joe See and John Barnes, who have had some experience in Brisbane Sporting Car Club runs.

Peter Rayment was last seen skipping along the laneways and walkthroughs of Inala, hand in hand with Bob Mallon, frantically trying to memorise them all.

S. Allison and R. Miles have not been seen since the start of the run and are believed lost in Inala. Police have been notified and they are currently dragging the canal in Bluejay St.

Overall the run went off fairly well, no complaints being heard at the end. This time we have managed to arrive at some realistic results, the only tie being for ninth position.

Results are as follows :-

Place	Driver and Navigator	Car	Points Lost
1st	S.Rice and V.Ryan	MGTC	Nil

Further places over page

Results - Touring Assembly (Cont)

Place	Driver and Navigator	Car	Points Lost
2nd	J. Dee and J. Barnes	Cortina	2
3rd	R. Wetzig & P. Wetzig	Cooper 'S'	4
4th	C. Pike & J. Reid	MGTF	128
5th	R. Thomson & M. Young	MG Midget	150
6th	M. Payne and R. Quinn	Cooper 'S'	178
7th	N. Baker and H. Gardner	Corolla Sprinter	250
8th	D. Finter & M. Finter	MGTF	251
9th	{ D. Nielsen & J. Moorehead G. Walker & M. Spiden	MGTF	265
		MGB	265
10th	B. Mallon & P. Rayment	Sprite	275
11th	R. Dowr & K. Lindsay	Cortina	283

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Belt up before you start up.

--- oOo ---

Don't forget the National Meeting in Melbourne

-
EASTER - 1971.

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THE T-SERIES ASSOCIATION OF AUSTRALIA
- - - - -

Between 1936 and 1955 there was produced by the MG works at Abingdon a really great line of cars - the T-series, last of the "square rigger" MGs and considered by many to be the epitome of the classic sports cars.

The T-Series Association of Australia is a group of owners of T and Y Series MGs who are interested in maintaining and preserving these cars. The Association is organised on a national basis for the exchange of ideas, stories, theories, parts for sale and wanted, and just general information of interest to the breed of owner who knows and owns the best. Transfer of information is through a quarterly journal known as "THE T-TYPE".

Again it should be said that this is an association for the exchange of information which, next to his car, is what the T-type owner likes most. This is not to say that members of the T-Series Association do nothing but talk. Those who enjoy competition events, whether hill climbs, racing or rallying are more than welcome to do so, but these events should be done in your local car club. Any activities organised by the T-Series Association will be purely social in nature, with the major event an annual gathering of T-Type owners incorporating a concours d'elegance.

Essentially this is a lazy man's organization, the only effort required of its members being the hand in pocket exertion to pay the annual fees of \$3.00. Membership includes one year's subscription to the journal and a current windscreen decal. A subscription to the journal is available to non-T-series owners for the same money, though this is not considered a membership.

Membership is open to all owners of a T or Y series MG Car. After heated international argument

T-Series Association Cont

as to the definition of such a vehicle the following has been resolved: "A T-series is a chassis of the models TA, TB, TC, TD, TF, and of the Y-series a Y or YT chassis. The chassis must be powered by one of the following engines: MPJG, XPAG, XPEG, but not necessarily the original engine. Body types and power unit modifications do not enter into the definition". Since membership is open only to owners of these cars, chassis and engine number must accompany the application for membership. These numbers can usually be found on a plate attached to the bulkhead. Chassis number is a series type followed by several digits, e.g. TC/5565. If the plate has been removed or is thought to be incorrect the number can also be found on the very front of the left main chassis member. Details of each car are entered on to a Register which is being built up with the aim of keeping track of these cars in the future.

A technical advisory service is available to members. Queries will be answered by return mail and both the query and answer will be published in the journal. This will not only allow members a quick answer to their problems, but allow others to offer any further information they may have.

If you share our regard for the finest little cars ever made, then you will enjoy being part of The T-Series Association of Australia, an organisation dedicated to the preservation, maintenance and enjoyment of the T-Series MG.

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For information regarding the T-Series Association of Australia, send the form (filled in) on the next page to the Association.

T-Series Association Cont.....

Please send information and membership application to

Name

Address

.

Postcode

Send to : P.O. Box 753,
Parramatta,
N.S.W. 2150.

When are the Queensland Hillclimb Championships
being held ????????????

--- oOo ---

All the General Competition Licence Holders
don't forget to apply for your Licence now
if you want to race at Sufers Paradise on
3rd January, 1971.

--- oOo ---

If you want to run in Closed and Open
Hillclimbs, you only require a Limited Compet-
ition Licence - it's the better deal.

THE LAST HILLCLIMB FOR 1970

The lucky last hillclimb for 1970 was held on 15th November.

This hillclimb was a peculiar one in that although the entry list was not a large one, it was very interesting. The corollas were out in force and the experience of hillclimbing showed in the times of Bob O'Leary who took out his class by .1 second from R. Dunn.

The fastest run of the day was made by Bob Henricks who drove very smoothly to better Roy Griffiths in his GTHO Phase I by .1 second.

For those of you who seem to think that a Club Hillclimb is for the peasants, boy, you should have seen the battle between Roy in the GTHO and Bill Bradford in the Monaro GTS.

Bill screwed the big red tank up so tight that the rubber band blew the rear universal to pieces at the start of his second run. I tell you if that run had been completed after such a wild start, it would have been the greatest ever for a Holden.

As a matter of interest Roy in the HO was lucky he put in a new slippery diff after an exhibition of how to get the tail around the hairpin with all of his 350 H.P.

What else happened on the day, just a series of accidents. Chris Timms wiped his nose off in the 2nd loop; Chris should remember next time to let the tyres down in the front to stop the oversteer and not to pump them up.

Winston Parr's times improved to a 65.2 seconds,

Hillclimb (Cont)

and from then on his car took to the nuts.

Another nutty one was Peter Rayment, who now has a T.C. full of nuts, no bolts and scratched mudguard.

Andrew Hockley, the fastest man off the mountain on three wheels nearly came to grief on the first downhill section, and did not have a good day.

Next the rally car of the Wetzig's attacked the hill but it found 70 a little hard to beat.

Stu Rice in his yella TC turned the sump inside out to hurry up Peter Rayment and by the end of practice he had no bearings left as they had run away.

Ted Peel has the honour of being the fastest TF around Mt. Cotton of 66.5 - so all you T-Typers watch out for the return of the square riggers.

Overall a good day was had by all and the Club Hillclimbs next year should to better each climb.

Results -

Racing Cars Up to 500 cc	B.Henricks	54.1
501 & over	W.Parr	65.2
Sports Group A up to		
1500 cc	R.Inglis	57.7
Group B "	G.Hawley	60.3
Touring Cars Group C		
up to 1100 cc	R.O'Leary	63.0
1101-1500	R.Egglesfield	59.1
1501 & Over	R.Griffiths	54.2
M.G.Class up to 1500 cc	P.Rayment	60.8

Fastest Time of Day B.Henricks 54.1 seconds

The Official Magazine of the M.C. Car Club (Qld Centre)
 affiliated with the Confederation of Australian Motor
 Sport

Office Bearers and Executive Committee, 1970

telephone
 business private

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1st President: Lester Whittaker

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